

THIRTY SIXTH
REPORT
of the
**PUBLIC SERVICE
COMMISSION**
OF UTAH
to the
GOVERNOR



For the Period
July 1, 1953 to June 30, 1954

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NOTE

The Public Service Commission of Utah is a division of the Department of Business Regulation of Utah. The department includes five other divisions which administer the laws relating to banking, insurance, security issues and real estate, fair trade, and the licensing and registration of trades and professions.

This report deals only with the activities of the Public Service Commission.

REPORT OF PUBLIC SERVICE COMMISSION

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To His Excellency, J. Bracken Lee,
Governor of the State of Utah

Dear Governor Lee:

Pursuant to the requirements of Section 54-1-10, Utah Code Annotated 1953, we submit herewith the Thirty-sixth report of the Public Service Commission of Utah. This report contains a summary of the transactions and activities of the Commission for the fiscal year July 1, 1953 to June 30, 1954.

Respectfully submitted,

HAL S. BENNETT
Chairman

STEWART M. HANSON
Commissioner

DONALD M. HACKING
Commissioner

F. A. YEAMANS
Secretary

REPORT OF PUBLIC SERVICE COMMISSION

PUBLIC SERVICE COMMISSION ROSTER

June 30, 1954

The Commission

Hal S. Bennett Chairman
 Stewart M. Hanson Commissioner
 Donald Hacking Commissioner
 F. A. Yeamans * Secretary

Central Office

Evelyn Feldsted Chief Clerk
 Blanche Ipsen Stenographer
 Charles E. Pettersson * Cashier
 Florence Wallace * Assistant Cashier
 Clair Johnson Reporter

Accounting Division

Theodore E. Thain Chief Accountant
 Edwin J. Cowley Accountant
 Thelma M. Mattingly Stenographer

Engineering Division

Wilford A. Robinson Chief Engineer

Transportation Rate Division

Keith E. Sohm Commerce Attorney
 Leman F. Varner Rate Expert
 Rose Marie Samuelsen .. File Clerk

Inspection Division

Benjamin H. Smith * Chief Inspector
 Rawlins B. Young * Inspector
 Lloyd V. Pyne * Inspector
 Betty Hofer Stenographer

* These employees devote part of their time to the work of other divisions of the Department of Business Regulation.

* * * * *

Office: State Capitol, Salt Lake City, Utah

EMPLOYEE RETIREMENTS

Mr. Robert N. Slaughter retired from the Commission's staff on September 30, 1953. Mr. Slaughter was employed by the Commission for a period of nearly 27 years in the capacity of an inspector, the last seven years as chief inspector. Prior to his service with the Commission Mr. Slaughter was a member of Utah's highway patrol.

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SECTION I

FORMAL CASES BEFORE THE COMMISSION

During the fiscal year covered by this report the Commission disposed of 101 formal cases. At June 30, 1954, there were five cases pending a decision that had been heard and 13 cases on file that had not been heard. Further details concerning the status of the formal cases and the orders issued are presented in Table No. 1 to 17, Appendix 1.

The following discussion relates to some of the more important matters covered by formal orders in these cases.

Natural Gas Rates

The Commission authorized Mountain Fuel Supply Company to increase its rates for natural gas service in Utah in the amount of one cent per thousand cubic feet. The order was dated November 24, 1953, (Case No. 3972) and the new rates became effective for service rendered on and after November 28, 1953. This increase was allowed in part to offset higher costs of gas resulting from the purchase of a new supply of natural gas from Utah Natural Gas Company, produced at the Clear Creek Field in Carbon and Emery Counties, Utah. A further factor was an increase in royalty rates payable to the United States Government on gas produced from fields in which Mountain Fuel Supply Company holds leases.

Mountain Fuel Supply Company also was authorized to apply a heat variation factor in computing the bills of its general service customers for gas service. This became necessary due to the fact that the Clear Creek gas has a lower heat value than the gas produced from the company's own fields. The application of a heat variation factor has the effect of making the charges uniform for this class of customers. A system of adjusting for heat variations in the gas sold for industrial purposes has been in effect for some time.

The increase in gas rates was authorized for the single purpose of offsetting the higher operating costs described above and not to effect any improvement in the company's earnings.

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Telephone Rates

An application of The Mountain States Telephone and Telegraph Company for higher Utah rates resulted in an order, dated December 29, 1953, (Case No. 3939) allowing the company to file a new schedule of rates designed to increase its Utah intrastate revenues by not more than \$1,678,852 when applied to the estimated number (226,500) of stations at December 31, 1953. An extensive investigation of the company's affairs and claims was made in connection with the case. The Commission employed the public accounting firm of Lincoln G. Kelly & Company to assist in the investigation.

The evidence presented in the case indicated quite conclusively that the company required additional revenue from its Utah intrastate operations to allow it to render the service required by its patrons. It is the hope of the Commission that there will be no need for further increases in the telephone rates of the Mountain States Company in Utah.

Two of the independent telephone companies operating in Utah also were permitted to make upward adjustments in their rates sufficient to allow a reasonable return on the capital investments of the two companies. An order dated June 7, 1954, in Case No. 4030, authorized Iven R. Cox, doing business as the Fairview Telephone Company, to establish new rates designed to improve his annual gross revenues by \$2,023. Elbert A. Beal, doing business as Fountain Green Telephone Company received permission in an order in Case No. 4029, dated June 8, 1954, to increase his telephone rates to produce \$2,379 in additional annual revenue.

Railroad Rates Intrastate

On October 29, 1951, this Commission heard the petition of the railroads operating in Utah (Case No. 3669) for authority to increase their intrastate rates to the level authorized on interstate traffic by the Interstate Commerce Commission in Ex Parte No. 175, Increased Freight Rates, 1951, 280 ICC 179; 281 ICC 557; 284 ICC 589; and 289 ICC 395. The Commission determined that the railroads had not submitted sufficient evidence to justify an increase in intrastate rates and the record was left open to receive additional evidence. No further evidence was tendered and no order was issued.

On September 28, 1953, the Utah railroads filed a petition for supplemental proceedings in Case No. 3669. Hearing on the supplemental petition commenced on November 17 and was concluded on December 11, 1953. The Railroads failed to produce any new evidence.

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Upon motion of shipper interests the Commission found that there was not sufficient evidence to grant the relief sought. An order was entered dismissing the petition "without prejudice to applicants to apply for further hearing for the presentation of further evidence."

On February 8, 1954, the railroads of Utah and Idaho filed a joint petition with the Interstate Commerce Commission for an investigation, under Section 13 of the Interstate Commerce Act, of the lawfulness of the intrastate rates in the two states. The Utah Commission filed an answer and a motion to dismiss the petition, which motion was denied. Hearing was held before an Interstate Commerce Commission examiner at the Utah State Capitol on May 20 and 21, 1954. Following the hearing briefs were submitted by this Commission and other parties to the proceeding. At the closing date of this report the Interstate Commerce Commission had not issued any findings or order in this matter.

A similar Section 13 case involving Ex Parte 162, 166, and 168 rates was resolved during the early part of the year 1953. This matter is discussed at page 12 of the Commission's thirty-fifth report.

Transit Rates

Salt Lake City Lines filed a new tariff with the Commission on July 15, 1953, stating increased rates to become effective on August 14, 1953. The Commission suspended the tariff and set the matter for hearing, in Investigation and Suspension Docket No. 95. From the evidence submitted at the hearing held in September and October, 1953, the Commission concluded that Salt Lake City Lines should not be authorized to increase its fares as contemplated in the new tariff. An order issued November 18, 1953, required the company to retain in effect its existing fare structure.

A petition filed on January 26, 1954, by Salt Lake City Lines alleged that the company was in "immediate and drastic need of increased revenues" to enable it to perform adequate bus service. The Commission thereupon reopened the proceedings in Investigation and Suspension Docket 95 and held a further hearing. The evidence introduced at this hearing showed that the number of passengers hauled had continued to decline, and that the company's prospective earnings in the future under the existing rates would be inadequate. Accordingly, the company was authorized to make effective an increased fare structure in an order dated March 17, 1954.

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Motor Carrier Rates

The Commission issued orders disposing of eleven formal cases in which carriers by motor vehicle sought adjustments in their rates. Increased rates and charges were allowed in eight of these cases and three proceedings were dismissed.

Motor Carrier Operating Rights

The following tabulation shows a summary of the action taken by the Commission in connection with motor carrier operating rights.

SUMMARY OF CASES INVOLVING MOTOR CARRIER RIGHTS

July 1, 1953 to June 30, 1954

Nature of Rights Involved	Number			
	Issued	Denied	Dismissed	Cancelled
Certificates of convenience & necessity	27	2		37
Contract carrier permits	6		1	11
Interstate carrier licenses	22		1	29
TOTAL	55	2	2	77

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SECTION II

GENERAL AND MISCELLANEOUS

Special Permissions

The Commission issued 98 special permissions to carriers and other public utilities authorizing the publication of reduced rates or other tariff changes on less than the required statutory notice of 30 days. The subject matter of these orders is summarized in Table No. 18, Appendix II. Eighteen "Special Letters" also were issued authorizing changes on short notice in time schedules of motor carriers of passengers.

Informal Dockets

Orders were issued disposing of 17 informal dockets, as shown in Table No. 19, Appendix II. Reparation awards or adjustments in freight charges aggregating \$7,516.58 were authorized in ten of these dockets.

Investigation and Suspension Dockets

The Commission entered orders in twelve investigation and suspension dockets relating to the rates of carriers and utilities. A summary of these orders is presented in Table No. 20, Appendix II.

General Orders

Only one general order (No. 66) was issued. The subject matter concerned clearances on railroads. The rules set forth therein superseded those contained in General Order No. 63. See Table No. 21, Appendix II.

Joint Board Hearings

The Interstate Commerce Commission assigns numerous motor carrier applications for hearing by joint boards composed of members of the state commissions. This Commission participated in 22 of these hearings. Thirteen of the hearings were held in Salt Lake City; one in Grand Junction, Colorado; one in Santa Fe, New Mexico; three in Denver, Colorado; one in Albuquerque, New Mexico; two in Cheyenne, Wyoming; and one in Boise, Idaho.

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Review of Commission Orders by Supreme Court of Utah

Orders issued by the Commission in eight proceedings were before the Supreme Court of Utah for review. The court ruled on six of these orders and two were pending on June 30, 1954. These matters are reviewed briefly below.

*The Denver and Rio Grande Western Railroad
Company and Union Pacific Railroad Company,
Plaintiffs, v. Public Service Commission
of Utah, Defendant*

(Supreme Court No. 7832)

This proceeding involved an order of the Commission dated January 14, 1952, (Case No. 3546) which directed the plaintiffs above to file tariffs containing rates and chargee applicable to carload traffic moving to or from and within plant areas of the smelters at Garfield, Murray, and Midvale, Utah, such rates and charges to produce substantially the same over-all revenue to the carriers as under the rates in effect at that time. The court affirmed the Commission's order in an opinion released August 3, 1953.

*Ogden City, Plaintiff, v.
Public Service Commission and Mountain
States Tel. and Tel Co., Defendants*

(Supreme Court No. 7884)

An order issued by the Commission on May 5, 1952, in I. & S. Docket No. 83, authorized The Mountain States Telephone and Telegraph Company to bill its customers for municipal franchise taxes or fees within those cities and towns which impose such charges on the telephone company. The Commission's order was affirmed by the court in an opinion dated August 29, 1953.

*Ogden City, Plaintiff, v.
Public Service Commission and
Utah Power & Light Company, Defendants*

(Supreme Court No. 7907)

The issue in this case was the same as that covered by No. 7884 above, namely the treatment of municipal franchise taxes or fees. The Commission's order of July 29, 1952 (in our Case No. 3780) required Utah Power & Light Company to bill its customers

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for their pro-rata share of such taxes or fees within the municipality imposing them. The court's opinion of August 29, 1953 affirmed the Commission's order.

*Ashworth Transfer Co. and Salt Lake
Transfer Co., Plaintiffs v. Public
Service Commission and Harry L. Young
& Sons, Inc., Defendants*

(Supreme Court No. 7968)

In an opinion dated March 26, 1954, the Supreme Court affirmed an order of the Commission dated December 4, 1952 (Case No. 3795) granting a certificate of convenience and necessity to Harry L. Young & Sons, Inc., to operate as a common motor carrier for the transportation of commodities which, by reason of their size, shape, weight, origin, or destination, require equipment or service of a character not regularly furnished by regular common carriers.

*A. L. Rudy, dba Rudy Auto Transports,
Plaintiff, v. Public Service Commission
of Utah, Defendant*

(Supreme Court No. 7981)

An order of the Commission dated May 19, 1952, (Case No. 3779) denied an application of A. L. Rudy for a contract motor carrier permit to transport tractors, bailers, choppers, and other bulky farm machinery for Intermountain Ford Tractor Sales Co. of Salt Lake City. The court affirmed the order on January 11, 1954.

*Wallace A. Peterson, dba
Wally's Motor Line, Plaintiff, v.
Public Service Commission and
Carbon Motorway, Inc., Defendants*

(Supreme Court No. 8096)

This proceeding involved the question of whether or not the plaintiff had authority under his certificate of convenience and necessity to transport commodities between Salt Lake City and Provo, Utah, via Heber City. A majority of the Commission ruled that Peterson did not hold such authority. The court reversed the Commission in an opinion handed down on January 29, 1954.

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*Provo Transfer & Storage Co., Plaintiff, v.
Public Service Commission, Defendant*

(Supreme Court No. 8168)

This matter involves a review of an order of the Commission dated February 1, 1954, (Case No. 3945) in which a certificate of convenience and necessity held by Provo Transfer & Storage Co. was cancelled. The matter was pending in the court on June 30, 1954.

*W. S. Hatch Co., Plaintiff, v.
Public Service Commission et al., Defendants*

(Supreme Court No. 8182)

This case also was pending in the court at the closing date of this report. It concerns an order of the Commission issued February 23, 1954, (Case No. 3918-Sub 1) which granted in part and denied in part an application of W. S. Hatch Company for a certificate of convenience and necessity to transport acid in tank vehicles.

Class Rate Cases Before The Interstate Commerce Commission

For the past three years this Commission has been actively participating with the other members of the Rate Committee of the Mountain States Public Service Commissions in organizing and presenting exhibits in the Interstate Commerce Commission Class Rate Cases, Docket No. 30416 and 30660, both instituted by said Commission to effect reductions and uniformity in class rates in the West. Our position has been that the West and Utah specifically should have a scale of class rates comparable to the low scale imposed upon the railroads in the East and South in I.C.C. Docket No. 28300.

The Public Service Commission of Utah was represented by counsel at the opening arguments in this matter before the Interstate Commerce Commission on December 1, 1953. This Commission obtained the services of the Bureau of Economic and Business Research of the University of Utah to develop an extensive study of the economy of the West. This study was presented at the hearing and was very favorably received.

Further Hearings have been held by the Interstate Commerce Commission in Salt Lake City, Utah; Los Angeles and San Francisco, California; Seattle, Washington; and Milwaukee, Wisconsin.

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The Commission's Rate Department organized several very effective exhibits, part of which were presented at the Salt Lake City hearing on April 19, 1954, the remainder being introduced in evidence at the Seattle, Washington hearing on May 6, 1954. Notice has been given of future hearings in Savannah, Georgia, and Washington, D.C. but no orders of disposition have been issued as yet by the Interstate Commerce Commission.

New Billing System of Utah Power & Light Company

A matter of considerable interest concerns the action taken by the Commission in an order issued June 30, 1954, on Case No. 4048, authorizing Utah Power & Light Company to change its practice of monthly meter readings and billings to a bimonthly basis. It was shown that under a bimonthly method considerable savings in expenses could be effected for meter reading, billing, accounting, transportation, postage, and other operating costs, and that the change in the system would be in the public interest.

Commission Finances

During the fiscal year July 1, 1953, to June 30, 1954, the Commission expended \$95,383.63, in the administration of the utilities laws of Utah. Additional data concerning finances may be found in Table No. 22, Appendix II.

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SECTION III

SELECTED DATA ON UTILITY OPERATORS

Electric Service and Trend of Electric Rates

On May 27, 1953, the Utah Power & Light Company commenced construction of its new Carbon steam-electric plant at Castle Gate, Utah. It will be Utah's first "mine-mouth" power station. It is estimated to cost \$11,850,000 and will generate 66,000 kilowatts of electricity. The new plant is located at the mouth of a coal mine, and will convert coal into electricity for use in the immediate Carbon County and Eastern Utah areas. Electricity not utilized there will be transported to other load centers in the northern part of the State.

Coal for use in this new plant will be delivered either by rail, by truck, or by means of a coal conveyor belt extending from the mine tippie. The coal conveying system will have a handling capacity of 300 tons per hour or approximately one railroad carload every 12 minutes. Cooling water will be provided from deep wells located at Colton. The wells will be pumped by 125 horsepower electric pumps. The water will flow by gravity down Price river for some 13 miles to the plant. It is expected that this new plant will be completed near the end of November, 1954.

In August 1953, the Utah Power and Light Company completed a new 44,000 volt transmission line from Crescent Junction to Moab, Utah. This new line now supplies the distribution system in and about Moab with power from the company's large interconnected system making certain improvements in the service rendered in that area.

It has been the policy of the Utah Power & Light Company to have one set of rates for each class of customers served from its interconnected system. On January 15, 1954, reduced rates covering residential and general service in Moab were filed with the Commission to become effective February 15, 1954.

The new rate schedules gave the Moab customers an annual rate reduction of \$9,500 or 15.2 per cent based on business for the year 1953. Residential customers without electric water heating service, received a 12.8 per cent reduction and those with electric water heating a reduction of 12.4 per cent. The rate for electric water

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heating was reduced from 1.5 cents per KWH for 400 KWH after initial use of 300 KWH, to 1.2 cents per KWH for 500 KWH after 200 KWH of initial use. The general service rate which is applicable to commercial and small power business was relatively higher than the residential rates. The rate reduction for this class of business was 19.2 per cent.

While these rates for service in Moab were not reduced to the same level as the system rates, the reduction was substantial and the design of the rates was changed to conform with those now used on the balance of the interconnected system.

For a number of years the Southern Utah Power Company has been furnishing all the electric energy requirements of the Fredonia Power and Light Company. On October 27, 1953, Southern Utah Power Company purchased all the distribution system in Fredonia, Arizona and is now serving all the electric requirements in this area.

The figures in the table below show the use of electricity in Utah and the average cost to the consumer for the years 1933 to 1953, inclusive. During the year 1953 there were 3,973 new residential and domestic customers who paid \$10,881,394.25 for 483,334,916 kilowatt hours of energy used during the year.

TREND OF ELECTRIC RATES AND CONSUMPTION IN UTAH
(Privately Owned Utilities Only)

Year	Residential and Domestic Service			All Classes of Service
	Average Revenue Per Kilowatt Hour	Annual Average Consumption Per Customer	Annual Average Bill Per Customer	Average Revenue Per Kilowatt Hour
1933	4.94¢	707 KWH	\$34.93	2.14¢
1934	4.83	722	34.87	1.98
1935	4.69	762	35.74	1.88
1936	4.33	820	35.51	1.61
1937	3.96	917	36.31	1.48
1938	3.65	1041	38.00	1.76
1939	3.54	1087	38.48	1.54
1940	3.40	1170	39.78	1.41
1941	3.37	1199	40.40	1.39
1942	3.29	1230	40.47	1.35
1943	3.21	1313	42.15	1.29
1944	2.70	1579	42.57	1.32
1945	2.69	1530	41.11	1.54
1946	2.60	1718	44.66	1.74
1947	2.49	1929	48.05	1.69
1948	2.37	2244	53.21	1.76
1949	2.32	2454	56.90	1.78
1950	2.29	2573	58.89	1.81
1951	2.24	2832	63.48	1.75
1952	2.22	3065	68.22	1.76
1953	2.25	3285	73.95	1.80

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Gas Rates and Use of Natural Gas

The demand for natural gas as a fuel for both industrial and domestic use continued during the year 1953 as shown in the following table. During the year the Mountain Fuel Supply Company added 6,817 new domestic and commercial customers and 51 new industrial customers.

NATURAL GAS SALES IN UTAH
(Thousands of Cubic Feet)

<u>Year</u>	<u>Domestic and Commercial</u>	<u>Industrial</u>	<u>Total</u>
1940	2,355,537	12,361,974	14,717,511
1941	2,687,721	13,911,190	16,598,911
1942	3,296,184	15,614,927	18,911,111
1943	3,549,637	16,745,251	20,294,888
1944	4,143,805	19,557,742	23,701,547
1945	4,435,137	19,253,755	23,688,892
1946	5,142,700	13,249,269	18,391,969
1947	6,503,514	17,951,528	24,455,042
1948	9,151,222	16,108,795	25,260,017
1949	11,568,566	16,860,310	28,428,876
1950	11,944,972	18,855,592	30,800,514
1951	13,683,790	20,133,923	33,817,713
1952	14,690,834	21,242,641	35,933,475
1953	15,323,013	24,153,931	39,476,944

Mountain Fuel Supply Company is supplementing its own supply of natural gas with gas purchased from Utah Natural Gas Company, produced from the Clear Creek field in Carbon County, Utah. Utah Natural Gas Company constructed a 63 mile 18 inch pipe line from the Clear Creek field northwesterly to a point east of Orem, Utah. Mountain Fuel Supply Company takes delivery of the gas from this pipe line at Salem, Ironton and Orem. Because of the new source of gas and pipe line the towns of Salem, Payson and Santaquin were able to receive natural gas service.

The B.T.U. content of this new gas is lower than that from the Wyoming and Colorado fields, making it necessary to divide Mountain Fuel Supply's distribution system into three sections for billing

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purposes. All gas supplied in the area north of 3300 South Street in Salt Lake City is of a high B.T.U. content. The area south of 3300 South Street is supplied with the new or low B.T.U. gas. The area west of 400 West and north of 3300 South is supplied with a mixed B.T.U. gas. For the winter 1953-54 beginning October 15, 1953, this new pipe line delivered to Mountain Fuel Supply Company an average of 50,000,000 cubic feet of gas per day.

The following table shows the trend of natural gas rates and the consumption of gas in Utah. It will be observed from this table that the annual average consumption of gas per customer and the annual average bill per customer are both less for the year 1953 than for 1952. These averages will change from year to year depending on the weather.

TREND OF NATURAL GAS RATES AND CONSUMPTION IN UTAH

Year	Domestic and Commercial		All Classes of Service	
	Annual Average Consumption Per Customer	Average Revenue Per M.C.F.	Annual Average Bill Per Customer	Average Revenue Per M.C.F.
1940	88.46 MCF	66.4 ¢	\$58.72	20.6 ¢
1941	98.08	65.5	64.20	20.6
1942	110.25	62.9	69.40	21.0
1943	104.54	65.4	68.56	21.7
1944	114.96	63.3	72.72	21.1
1945	113.97	63.9	72.87	21.9
1946	120.57	63.2	76.21	27.1
1947	132.94	61.7	81.98	25.4
1948	150.20	45.1	67.71	25.9
1949	166.58	40.9	68.11	27.1
1950	157.71	41.6	65.64	26.8
1951	165.96	44.4	73.66	29.9
1952	168.35	49.7	83.64	33.6
1953	162.87	50.3	82.00	33.1

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Telephone Service

During the period of this report the Kamas-Woodland Telephone Company, which serves in Summit and Wasatch Counties, Utah added 60 lines to the Kamas dial switchboard and a new 60 line dial switchboard in Oakley together with trunking facilities between these two towns. Telephone service in this area had been on a rural or multi-party basis until June 1, 1954 when this new equipment went into operation giving one, two and four party service in addition to rural or multi-party service. This company spent over \$20,000 in improvements to their telephone system.

In December, 1953, the Manti Telephone Company serving Manti and Sterling, Utah converted from a manual common battery exchange to automatic dial with 647 stations.

The Mountain States Telephone and Telegraph Company, on February 17, 1954, established at Grantsville, a new dial central office with 387 stations. The Murray exchange was converted from manual common battery to dial operation on April 24, 1954. Ephraim exchange changed from manual magneto to community dial operation on May 18, 1954 and Tod Park was established as a new dial central office June 19, 1954 with 351 stations.

During the year 1953 there was an increase of 13,943 telephone stations in Utah making a total of 234,660 stations in service. Of these 234,660 stations, 69 were mobile radio, 7,431 manual magneto, 73,613 were manual common battery and 153,547 or 66 per cent were automatic dial. The independent telephone companies have 72 per cent of their stations in Utah converted to automatic dial, while 65 per cent of the Bell System telephones in Utah are dial. Over 81 per cent of all Bell System telephones in the nation are now dial operated.

The increase in the number of telephones by years is shown in the following table. The figures in this table include main, P.B.X., and extension telephones.

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NUMBER OF TELEPHONES IN UTAH

<u>Year</u>	<u>Net Gain During Year</u>	<u>Number at End of Year</u>
1939	4,702	79,625
1940	4,825	84,450
1941	6,824	91,274
1942	9,191	100,465
1943	7,610	108,075
1944	3,165	111,240
1945	6,578	117,818
1946	20,859	138,677
1947	17,194	155,871
1948	14,888	170,759
1949	13,608	184,367
1950	11,031	195,398
1951	13,326	208,724
1952	11,993	220,717
1953	13,943	234,660

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APPENDIX I

SUMMARY OF ORDERS ISSUED IN FORMAL CASES

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Formal cases before the Commission.....	1	29
Gas and telephone rates	2	30
Railroad rates.....	3	32
Express and transit rates	4	33
Motor carrier rates	5	34
Grade crossing and station agency	6	37
Certificates of convenience and necessity issued to electric utilities	7	39
Certificates of convenience and necessity issued to telephone, gas, sewage and water utilities	8	40
Certificates of convenience and necessity issued to motor carriers.....	9	41
Contract carrier permits issued	10	43
Interstate carrier licenses issued.....	11	44
Motor carrier applications denied or dismissed	12	46
Certificates of convenience and necessity cancelled	13	47
Contract carrier permits cancelled	14	50
Interstate carrier licenses cancelled.....	15	51
Miscellaneous orders issued in motor carrier cases.....	16	53
Miscellaneous orders.....	17	60

TABLE NO. 1

FORMAL CASES BEFORE THE COMMISSION
July 1, 1953 to June 30, 1954

	Cases on File, Not Heard 7-1-53	Cases Heard, Pend- ing Decision 7-1-53	Cases filed 7-1-53 to 6-30-54	Total	Cases Disposed Of	Cases on File, Not Heard 6-30-54	Cases Heard, Pend- ing Decision 6-30-54
Electric power and light rates			2	2			2
Telephone rates	1		2	3	3		
Gas rates			1	1	1		
Railroad rates	1	1	2	4	4		
Express rates		1	2	3	2		1
Transit carrier rates			1	1	1		
Motor carrier rates		1	11	12	11	1	
Station agency			2	2	2		
Grade crossing			2	2	1	1	
Motor carrier operating rights	3	6	57	66	59	5	2
Miscellaneous	5	3	15	23	17	6	
TOTAL	10	12	97	119	101	13	5

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TABLE NO. 2

SUMMARY OF ORDERS ISSUED IN GAS
AND TELEPHONE RATE CASES

July 1, 1953 to June 30, 1954

Case No.	Date of Order	Nature of Order												
Gas														
3972	11-24-53	<p>Mountain Fuel Supply Company authorized to file a new schedule of rates and charges for natural gas service in the State of Utah to increase rates for gas service by one cent per MCF to all classifications of service. A projection of this increase for one year amounts to \$507,524 based on an estimated annual volume of sales to all Utah customers of 50,752,475 MCF.</p>												
Telephone														
3939	12-29-53	<p>The Mountain States Telephone and Telegraph Company authorized to submit to the Commission a new schedule of telephone rates applicable to Utah intrastate business designed to increase its gross revenues by not more than \$1,678,852 when applied to the estimated number (226,500) of telephones at December 31, 1953.</p>												
4029	6-8-54	<p>Elbert A. Beal, dba Fountain Green Telephone Company authorized to file a new schedule of telephone rates designed to produce \$2,379 additional annual revenue when applied to the number (168) of subscribers at the date of this order, the new rates to be as follows.</p> <table border="1" data-bbox="475 1285 945 1419"> <thead> <tr> <th></th> <th>Business</th> <th>Residence</th> </tr> </thead> <tbody> <tr> <td>One party</td> <td>None</td> <td>None</td> </tr> <tr> <td>Two party</td> <td>\$4.00</td> <td>\$2.75</td> </tr> <tr> <td>Multiple party</td> <td>3.00</td> <td>2.00</td> </tr> </tbody> </table>		Business	Residence	One party	None	None	Two party	\$4.00	\$2.75	Multiple party	3.00	2.00
	Business	Residence												
One party	None	None												
Two party	\$4.00	\$2.75												
Multiple party	3.00	2.00												
4030	6-7-54	<p>Iven R. Cox, dba Fairview Telephone Company authorized to file a new schedule of telephone rates designed to produce \$2,023 additional annual revenue when applied to the number (320) of subscribers at the</p>												

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 2

SUMMARY OF ORDERS ISSUED IN GAS
AND TELEPHONE RATE CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order																					
4030	6-7-54	date of this order, the new rates to be as follows:																					
		<table border="1"> <thead> <tr> <th></th> <th>Business</th> <th>Residence</th> </tr> </thead> <tbody> <tr> <td>One party</td> <td>\$6.00</td> <td>\$3.50</td> </tr> <tr> <td>Two party</td> <td>4.00</td> <td>2.75</td> </tr> <tr> <td>Multiple party</td> <td>-</td> <td>2.00</td> </tr> <tr> <td>* Suburban one party</td> <td>-</td> <td>5.00</td> </tr> <tr> <td>* Suburban two party</td> <td>-</td> <td>3.50</td> </tr> <tr> <td>** Rural multiple party</td> <td>-</td> <td>Regular rate plus 10¢ per mile.</td> </tr> </tbody> </table>		Business	Residence	One party	\$6.00	\$3.50	Two party	4.00	2.75	Multiple party	-	2.00	* Suburban one party	-	5.00	* Suburban two party	-	3.50	** Rural multiple party	-	Regular rate plus 10¢ per mile.
	Business	Residence																					
One party	\$6.00	\$3.50																					
Two party	4.00	2.75																					
Multiple party	-	2.00																					
* Suburban one party	-	5.00																					
* Suburban two party	-	3.50																					
** Rural multiple party	-	Regular rate plus 10¢ per mile.																					

* Suburban defined as outside of but not more than three miles from city limits.

** A rural telephone, defined as one more than three miles from city limits.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 3

**SUMMARY OF ORDERS
ISSUED IN RAILROAD RATE CASES**

July 1, 1953 to June 30, 1954

Case No.	Date of Order	Nature of Order
3669	12-14-53	Application of railroads operating within the State of Utah to increase intrastate freight rates dismissed on motion of certain protestants and upon the Commission's conclusion that the evidence of applicants did not afford sufficient information upon which to make a determination as to whether or not the intrastate operations of applicants produced revenue sufficient to provide a fair share of the overall revenue requirements of applicants.
3952	7-27-53	Tooele Valley Railway Company authorized to publish and file a reissue of its Local Switching Tariff No. 13, I.C.C.-36, P.S.C. Utah No. 16 and to include therein increased rates and charges from \$0.85 per car, presently provided in Item 2 - Part 2, to \$1.25 per car for switching to and from the thaw shed at International, Utah.
3965	10-22-53	L. C. Schuldt, Agent, for Central Territory Railroads permitted to publish on behalf of Utah Railroads an amendment to Tariff No. 4A, paragraph 1 of Section G of Rule No. 8, Item 635-A, P.S.C.U. No. 65 providing for an increased charge of \$2.65 per car per day instead of \$2.25 per car per day on loaded or empty cars detained by strike interference.
3966	10-22-53	L. C. Schuldt, Agent, for Central Territory Railroads for and on behalf of the Utah Railroads, authorized to publish an amendment to Tariff No. 4A, paragraph 5 of Section B of Rule No. 2, Item 605, P.S.C.U. Tariff No. 65 to allow free time for cars held in transit to expire at 6:00 p.m., instead of holding to the provision in the present publication which allows free time to be calculated from 7:00 a.m. to 7:00 a.m.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 4

**SUMMARY OF ORDERS ISSUED IN EXPRESS
AND TRANSIT RATE CASES****July 1, 1953 to June 30, 1954**

Case No.	Date of Order	Nature of Order												
Express														
3960	10-6-53	Railway Express Agency, Incorporated, authorized to increase its intrastate express rates and charges and revise the provisions of its express classification to the same level and extent authorized by the Interstate Commerce Commission in Ex Parte No. 185, Increased Express Rates and Charges.												
4000	3-4-54	Railway Express Agency, Incorporated, authorized to publish Official Classification No. 35, P.S.C.U. No. 104, Supplement No. 4, naming changes resulting in both increases and reductions.												
Transit														
3956	10-5-54	Eugene R. Boswell and John Yeaman, dba Ogden Bus Lines permitted to make a change in company's fare structure as follows:												
		<table border="1"> <thead> <tr> <th></th> <th>Present Fare Structure</th> <th>Proposed Fare Structure</th> </tr> </thead> <tbody> <tr> <td>Cash fare</td> <td style="text-align: center;">\$0.15</td> <td style="text-align: center;">\$0.15</td> </tr> <tr> <td>Student tickets (40 rides)</td> <td style="text-align: center;">3.00</td> <td style="text-align: center;">4.00</td> </tr> <tr> <td>25¢ weekly permit which provides for one-ride fares of</td> <td style="text-align: center;">0.10</td> <td style="text-align: center;">Discontinued</td> </tr> </tbody> </table>		Present Fare Structure	Proposed Fare Structure	Cash fare	\$0.15	\$0.15	Student tickets (40 rides)	3.00	4.00	25¢ weekly permit which provides for one-ride fares of	0.10	Discontinued
	Present Fare Structure	Proposed Fare Structure												
Cash fare	\$0.15	\$0.15												
Student tickets (40 rides)	3.00	4.00												
25¢ weekly permit which provides for one-ride fares of	0.10	Discontinued												

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 5

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1953 to June 30, 1954

Case No.	Date of Order	Nature of Order
3341	7-11-53	Special Permission No. 5773, amended an order issued December 16, 1952, in this case stating hourly rates for vans, drivers and helpers of household goods carriers.
3350	3-6-53	Application of Intermountain Tariff Bureau, by R. F. Decker, Agent, for Carbon Motorway, Inc. and Neuman C. Petty, dba Salt Lake-Kanab Freight Line for an increase in rates, dismissed.
3957	11-16-53	Intermountain Tariff Bureau, R. F. Decker, Agent, for carriers participating in Intermountain Tariff Bureau Local Cartage Tariff No. 2, P.S.C.U. No. 14 granted a ten per cent increase in all rates and charges.
3973	11-10-53	Lake Shore Motor Coach Lines, Inc., authorized to make effective Passenger Tariff No. M.P.I.C.C. No. 1, P.S.C. Utah No. 6, stating increased passenger fares, and also to transport express parcels under the express rates set forth in said tariff.
3975	11-10-53	Lake Shore Motor Coach Lines, Inc., Orson Lewis, dba Lewis Bros. Stages, and Salt Lake Transportation Company authorized to file a Joint Coach Tariff of fares covering charter service reflecting an increase of approximately nine per cent.
3976	12-7-53	Application of Intermountain Tariff Bureau, by R. F. Decker, Agent, for certain increases in rates for participating carriers dismissed without prejudice upon motion of applicant.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 5

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order																												
3977	11-12-53	The Greyhound Corporation (Overland Greyhound Lines Division) permitted to file a supplement to its Local and Interdivisional Passenger Tariff No. 700-E, P.S.C.U. No. 15, and to include therein, increased passenger fares amounting to approximately ten per cent.																												
3977	11-17-53	Order issued October 12, 1953, in this case amended to make fares effective on one day's notice.																												
3980	11-27-53	American Bus Lines authorized to publish increased fares as follows:																												
		<table border="1"> <thead> <tr> <th>Between</th> <th>And</th> <th>Present Fare</th> <th>Increased Fare</th> </tr> </thead> <tbody> <tr> <td>Gateway, Utah</td> <td>Salt Lake City</td> <td>\$1.00</td> <td>\$1.10</td> </tr> <tr> <td>Uintah Jct. "</td> <td>Salt Lake City</td> <td>.85</td> <td>1.00</td> </tr> <tr> <td>*Ogden, "</td> <td>Farmington Jct.</td> <td>.50</td> <td>.60</td> </tr> <tr> <td>*Ogden, "</td> <td>Centerville Jct.</td> <td>.60</td> <td>.70</td> </tr> <tr> <td>*Ogden, "</td> <td>Bountiful Jct.</td> <td>.65</td> <td>.80</td> </tr> <tr> <td>*Ogden, "</td> <td>Salt Lake City</td> <td>.85</td> <td>1.00</td> </tr> </tbody> </table>	Between	And	Present Fare	Increased Fare	Gateway, Utah	Salt Lake City	\$1.00	\$1.10	Uintah Jct. "	Salt Lake City	.85	1.00	*Ogden, "	Farmington Jct.	.50	.60	*Ogden, "	Centerville Jct.	.60	.70	*Ogden, "	Bountiful Jct.	.65	.80	*Ogden, "	Salt Lake City	.85	1.00
Between	And	Present Fare	Increased Fare																											
Gateway, Utah	Salt Lake City	\$1.00	\$1.10																											
Uintah Jct. "	Salt Lake City	.85	1.00																											
*Ogden, "	Farmington Jct.	.50	.60																											
*Ogden, "	Centerville Jct.	.60	.70																											
*Ogden, "	Bountiful Jct.	.65	.80																											
*Ogden, "	Salt Lake City	.85	1.00																											
3992	3-8-54	Pacific Trailways (Mt. Hood Stages, Inc., dba) authorized to increase its express package rates and charges as proposed in its Local and Joint Express Tariff No. 25.																												
3992	3-30-54	Petition of Newspaper Agency Corporation for a rehearing of this case, denied.																												

* Basing fare only. Local tickets must not be sold between Ogden and Salt Lake City.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 5

SUMMARY OF ORDERS ISSUED IN MOTOR CARRIER RATE CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
4003	4-14-54	Intermountain Tariff Bureau, R. F. Decker, Agent, authorized on behalf of certain common carriers of household goods in intrastate commerce in Utah to revise Item No. 215 and Item No. 256, Intermountain Tariff Bureau, R. F. Decker, Agent, Household Goods Tariff No. 2, P.S.C. Utah No. 5, to provide for increased hourly rates in accordance with Exhibit B in case.
4003	6-22-54	Amended order authorized Intermountain Tariff Bureau, R. F. Decker, Agent, to amend Item 215, Item 255 and Item No. 256, Intermountain Tariff Bureau, R. F. Decker, Agent, Household Goods Tariff No. 2 P.S.C. Utah No. 5, to increase hourly rates in accordance with Exhibits B and C in case.
4019	5-3-54	Petition or complaint of Carbon Motorway, Inc., requesting Commission to enter into an investigation of rates on commodities moving between Salt Lake City and Provo via Heber City, by Wally's Motor Line, dismissed.
4022	4-30-54	Salt Lake Transportation Company authorized to increase certain of its fares to and from Clearfield Naval Installation and Hill Field Military Installation and Garfield Smelters according to paragraph No. 2 of Commission's findings in case.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 6

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING
AND STATION AGENCY CASES

July 1, 1953 to June 30, 1954

Case No.	Date of Order	Nature of Order
Grade Crossing		
3475	7-10-53	<p>Commission's order dated August 2, 1950, permitted Union Pacific Railroad Company to construct a spur track over and across Ninth South Street, Thirteenth South Street, Fifteenth South Street, Lucy Avenue, Paxton Avenue, and other intervening streets between Ninth South and Seventeenth South in Salt Lake City and also over and across the spur and interchange tracks of The Denver and Rio Grande Western Railroad Company. The present order requires Union Pacific Railroad Company to make such provisions as may be necessary to protect said crossings where such industry trackage extends across said streets between Ninth South and Seventeenth South, and also provide at its expense proper gates, instead of the heretofore specified interlocking devices, at the point where such industry trackage shall cross The Denver and Rio Grande Western Railroad Company's spur tracks and interchange track where traffic is interchanged between The Denver and Rio Grande Western Railroad Company and Bamberger Railroad Company.</p>
3989	12-21-53	<p>The Ogden Union Railway and Depot Company permitted to construct five standard gauge railroad yard tracks at grade over and across 33rd Street in Ogden, within an area particularly described as follows:</p> <p style="padding-left: 40px;">From the Northwest corner of Section 5, Township 5 North, Range 1 West, Salt Lake Base & Meridian, South along section line 550 feet more or less to the North Line of 33rd Street; thence South 89° 02' East along the North side of 33rd Street</p>

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 6

SUMMARY OF ORDERS ISSUED IN GRADE CROSSING
AND STATION AGENCY CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
3989 (continued)	12-21-53	<p>330 feet to point of beginning; thence South $89^{\circ} 02'$ East 110 feet; thence South $0^{\circ} 58'$ East 66 feet; thence North $89^{\circ} 02'$ West 110 feet along the South side of 33rd Street; thence North $0^{\circ} 58'$ West 66 feet to point of beginning.</p> <p>Said railroad also ordered to continue to operate automatic electric flasher signals located where the main line presently crosses 33rd Street, and also to maintain a watchman on a 24 hour basis at said 33rd Street area.</p> <p>Station Agency</p>
4044	6-16-54	The Denver and Rio Grande Western Railroad Company authorized to discontinue its station at Mounds, Emery County, Utah.
4046	6-28-54	Union Pacific Railroad Company authorized to discontinue its station at Cornish, Utah, as an agency and reporting station and to operate said station as a nonagency station.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 7

CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO ELECTRIC UTILITIES

July 1, 1953 to June 30, 1954

Certificate No.	Case No.	Date of Order	Nature of Rights Granted
1054	3942	7-1-53	Certificate No. 1054 authorized Utah Power & Light Company to exercise the rights and privileges conferred by franchise dated May 20, 1953, and granted by the City of Provo.
1055	3943	7-1-53	Certificate No. 1055 authorized Utah Power & Light Company to exercise the rights and privileges conferred by franchise dated May 11, 1953, and granted by the City of Price.
1070	3987	2-5-54	Certificate No. 1070 authorized Southern Utah Power Company to exercise the rights and privileges conferred by Franchise Ordinance No. 120, dated February 19, 1953, granted by Cedar City.
1071	4008	3-8-54	Certificate No. 1071 authorized Utah Power & Light Company to exercise the rights and privileges conferred by franchise dated February 9, 1954, granted by the Town of Castlegate.
1080	4027	5-13-54	Certificate No. 1080 authorized Utah Power & Light Company to exercise the rights and privileges conferred by franchise dated April 4, 1954, granted by the City of Lewiston.
1081	4026	5-13-54	Certificate No. 1081 authorized Utah Power & Light Company to exercise the rights and privileges conferred by franchise dated March 3, 1954, granted by Rich County.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 8

**CERTIFICATES OF CONVENIENCE AND NECESSITY ISSUED TO
TELEPHONE, GAS, SEWAGE AND WATER UTILITIES**

July 1, 1953 to June 30, 1954

Certificate No.	Case No.	Date of Order	Nature of Rights Granted
1060	3934	8-6-53.	Certificate No. 1060 authorized Uintah Basin Telephone Association, Inc., to operate a Rural Electrification Administration financed non-profit telephone system within the Counties of Duchesne and Uintah.
1061	3949	8-27-53	Certificate No. 1061 authorized South Central Utah Telephone Association to operate a Rural Electrification Administration financed non-profit telephone system within the Counties of Sevier, Piute, Garfield, Kane and Iron.
1064	3958	9-22-53	Certificate No. 1064 authorized Mountain Fuel Supply Company to construct, operate and maintain a natural gas pipe line system for the purpose of distributing natural gas in the Cities of Salem and Payson.
1065	3953	10-8-53	Certificate No. 1065 authorized Kearns Sewage Disposal Company, Inc., to operate a sewage disposal system for the use and benefit of persons now residing or who may hereafter reside at Kearns Townsite.
1090	4040	6-11-54	Certificate No. 1090 authorized J. Hill Johnson and Leah E. Johnson to operate as a public utility for the distribution of culinary water in an area in the town of Woods Cross, with service limited to not more than 70 homes.
1091	3985	6-21-54	Certificate No. 1091 authorized Mount Olympus Park, Inc., to operate as a public utility for the distribution of culinary water in an area in Salt Lake County known as Mount Olympus Park Subdivision.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 9

**CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS**

July 1, 1953 to June 30, 1954

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
1050	3915	7-20-53	S.C.	Cantlay & Tanzola, Inc.
1052	3917	7-20-53	S.C.	Lang Transportation Corporation
1057	3948	7-16-53	S.C.	Lott A. Viehweg, dba L & L Contractors
1058	3918	7-20-53	S.C.	W. S. Hatch Company
1059	3940	7-30-53	G.C.	Palmer Brothers, Inc.
1062	3768	9-3-53	G.C.	Charles Taylor dba Taylor Truck Line
1063	3947	9-3-53	P.	C. Merlin Brown dba aKeeTso Trading Post
1066	3988	2-19-54	P.	Lurton J. Knee dba Pleasant Creek Guest Ranch
1067	3984	12-22-53	S.C.	Vernon C. Rowley dba V. C. Rowley Truck Line
1068	3983	4-7-54	S.C.	System Tank Lines, Inc.
1069	3993	1-20-54	S.C.	Garland P. Decker
1072	4001	3-18-54	S.C. & G.C.	Garrett Freightlines, Inc.
1073	4013	4-1-54	P.	Homer F. Evans, Leora M. Evans and Richard L. Munger dba Moab Scenic Jeep Tours

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 9

**CERTIFICATES OF CONVENIENCE AND NECESSITY
ISSUED TO MOTOR CARRIERS**

July 1, 1953 to June 30, 1954

(Continued)

Certificate No.	Case No.	Date of Order	Type of Service	To Whom Issued
1074	4009	4-13-54	G.C.	Barton Truck Line, Inc.
1075	3974	5-3-54	S.C.	Melvin Brewer
1076	4014	5-3-54	S.C.	Hal R. Worthen
1077	4015	5-3-54	S.C.	Clinton D. Olsen
1078	4023	5-3-54	S.C.	Ray E. Worthen
1079	3994	5-4-54	P.	Wasatch Motors, Inc.
1082	4012	5-28-54	S.C.	R. A. Gould, Inc.
1083	3969	6-8-54	S.C.	Frank J. Hatt
1084	4025	6-9-54	S.C.	Arthur R. Knight dba A. R. Knight
1085	4028	6-9-54	S.C.	LeRoy Dennison, dba Dennison Trucking
1086	4031	6-10-54	S.C.	Carlos Hall
1087	4036	6-10-54	P.	Carl Glover dba Eveready Taxi Service
1088	4037	6-10-54	S.C.	Gordon Kent Johnson dba Kent Johnson
1089	4039	6-11-54	P.	L. E. Gillette, dba Green Top Cab Company
1092	3639	6-29-54	S.C.	Paul W. Nielsen dba Nielsen Trucking Company

P. -- denotes passenger service

G.C. -- denotes general commodities

S.C. -- denotes specified commodities

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 10

CONTRACT CARRIER PERMITS ISSUED TO MOTOR CARRIERS

July 1, 1953 to June 30, 1954

Permit No.	Case No.	Date of Order	Type of Service	To Whom Issued
419	3968	10-29-53	P	Wesley Gail Sadler
420	3964	11-18-53	P	Clarence C. Corbridge
421	4010	5-4-54	P	Vaughan E. Dansie, Derrell J. Dansie, and Merlin B. Dansie, dba Dansie Brothers
422	4017	5-20-54	SC	Neal R. Morris, dba Neal R. Morris Co.
423	4021	5-20-54	SC	Ray F. Johnson
424	4006	6-15-54	P, SC	Garrett Freightlines, Inc.

P -- denotes passenger service

GC -- denotes general commodities

SC -- denotes specified commodities

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 11

INTERSTATE CARRIER LICENSES ISSUED TO
MOTOR CARRIERS

July 1, 1953 to June 30, 1954

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
448	3954	8-27-53	S.C.	Insured Transporters, Inc.
449	3962	10-22-53	S.C.	Harry B. Monk and Georgie L. Monk, dba Farmers Lumber and Supply Company
450	3967	11-9-53	P.	Orson Lewis, dba Lewis Brothers
451	3963	11-9-53	S.C.	Lasater Trucking Company, Inc.
452	3970	11-9-53	S.C.	Joseph M. Montoya & Robert Valdez, dba Western Freight Lines
453	3978	11-9-53	S.C. & G.C.	Bush Freight Lines, Inc.
454	3979	11-9-53	G.C. & S.C.	Eugene Brown and Leonard S. Ralph, dba Frontier Freight Lines
455	3981	11-12-53	S.C.	Newsom Truck Line, Inc.
456	Not Issued			
457	3990	12-18-53	S.C.	Tex-C-Kan Transportation Co., Inc.
458	3996	1-26-54	S.C.	Case Brothers Trucking Con- tractors, Inc.
459	3997	2-9-54	S.C.	Mural Transport, Inc.
460	3998	2-9-54	S.C.	Clarence E. Lindsey, dba Lindsey Truck Service
461	3999	2-11-54	S.C.	Wright Motor Lines, Inc.
462	4002	3-12-54	G.C.	Garrett Freightlines, Inc.
463	4005	3-15-54	S.C.	R. B. "Dick" Wilson, Inc.
464	4007	3-23-54	S.C.	Elmer J. Lee, dba Lee Trucking Company

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 11

INTERSTATE CARRIER LICENSES ISSUED TO
MOTOR CARRIERS

July 1, 1931 to June 30, 1933

(Continued)

License No.	Case No.	Date of Order	Type of Service	To Whom Issued
465	4011	3-23-54	S.C.	Clarence O. Lee
466	4020	5-6-54	S.C.	John Wells, dba New Way Transfer
467	4032	5-12-54	S.C.	Lipsman-Fulkerson & Company
468	4035	5-17-54	S.C.	System Tank Lines, Inc.
469	4038	5-24-54	S.C.	M & M Fast Freight, Inc.
470	4042	6-21-54	S.C.	Ringsby Truck Lines, Inc.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 12

**APPLICATIONS FOR COMMON CARRIER CERTIFICATES
OF CONVENIENCE AND NECESSITY, CONTRACT CARRIER PERMITS,
AND INTERSTATE CARRIER LICENSES, DENIED OR DISMISSED**

July 1, 1953 to June 30, 1954

Case No.	Date of Order	Name of Applicant	Authority Applied For	Disposition
2947 Sub 2	10-20-53	Myron Brough, dba Brough Truck	Permit	Denied
3924	9-4-53	Robert G. Pinkerton, dba Gordon's	Permit	Dismissed
3950	11-2-53	Guy Prichard, dba Guy Prichard Transfer	Certificate	Denied
3991	3-3-54	North Park Transportation Company	License	Dismissed
4004	3-10-54	Elmer Fernando and George Denby, dba Dolores Truck Line	Certificate	Denied

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 13

CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED

July 1, 1953 to June 30, 1954

Certificate No.	Case No.	Date of Order	Name of Carrier
72	261 825	4-28-54	Salt Lake & Tooele Stage Lines
349	1132	4-28-54	Salt Lake & Tooele Stage Lines
435	1735	3-23-54	William S. Lauritzen, dba Bear Lake Stages
449	1833	11-17-53	Interstate Transit Lines
563 Subs 1, 2, 3	3940	7-30-53	LeGrand L. Belnap, dba Salt Lake-Delta Freight Line
618	2701	4-28-54	Salt Lake & Tooele Stage Lines
646	4001	3-18-54	Moab Garage Company
757	3948	7-16-53	Everett H. Belcher, dba B. & B. House-movers
785	3915	7-20-53	Cantlay & Tanzola, Inc.
802	3122	4-28-54	Salt Lake & Tooele Stage Lines
811	3994	5-4-54	B. H. Robinson, Fern Robinson, Glen R. Anderson, Aileen Anderson, D. Howe Moffatt and Muriel D. Moffatt, dba Wasatch Motors
838 Sub 1	3918	7-20-53	W. S. Hatch Company
849	3917	7-20-53	Lang Transportation Corporation
902	3486	8-27-53	Thomas E. Weaver and Mildred L. Weaver, dba Stouts Moving and Transfer Company
917	3556	11-6-53	Allen Poulson
947	3625	8-10-53	Michael S. Castello

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 13

CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED**July 1, 1953 to June 30, 1954****(Continued)**

Certificate No.	Case No.	Date of Order	Name of Carrier
955	3633	8-10-53	Seth Marcellous Howard, dba Howard Trucking Company
961	3639	6-29-54	Hans Nielsen and Phil Nielsen, dba Nielsen Trucking Company
964	3642	12-28-53	James Elmer Peterson, dba J. E. Peterson
969	3647	7-1-53	Gray Weeks
977	4009	4-13-54	Barton Truck Line
991	3756	8-27-53	Carlos L. Porter
1004	3940	7-30-53	Robert A. Palmer, dba Warner Truck Line
1015	3869	11-6-53	J. F. King, Jr.
1017	3871	3-15-54	Willie B. Hunsaker, dba Hunsaker Trucking
1018	3872	11-6-53	Don R. Ewing
1019	3873	12-28-53	L. C. Pearce
1026	3880	5-10-54	Albert Elmer Platt
1029	3883	9-1-53	Carl E. Gordon
1030	3884	12-1-53	Thomas E. Dayton
1033	3887	12-1-53	Marshall Delbert Yeiter
1034	3906	1-26-54	Edwin H. Ball
1035	3907	1-14-54	Howard K. Hill and Abraham Buckway, dba Howard K. Hill & Abraham Buckway Trucking
1043	3903	1-1-54	Herbert M. Snyder, dba "A" (Flying A) Yellow Cab Company

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 13

CERTIFICATES OF CONVENIENCE AND NECESSITY CANCELLED

July 1, 1953 to June 30, 1954

(Continued)

Certificate No.	Case No.	Date of Order	Name of Carrier
1049	3945	2-1-54	Provo Transfer & Storage Co.
1052	3983	4-7-54	Lang Transportation Corporation
1063	4013	4-1-54	C. Merlin Brown, dba aKeeTso Trading Post

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 14

CONTRACT CARRIER PERMITS CANCELLED

July 1, 1953 to June 30, 1954

Permit No.	Case No.	Date of Order	Name of Carrier
237	2270 Sub 1	1-14-54	M. E. Alexander & Sons, dba Alexander Trucking
329	3097	6-21-54	Hardy M. McFarlane
358	3391	12-30-53	Harry T. Hardman
360	3228	3-19-54	Ashton Oil & Transportation Company
376	4006	6-7-54	Moab Garage Company
391	3601	8-10-53	J. B. Sanchez
401	3750	8-28-53	William A. Morrow
402	3783	12-2-53	Neldon Wickman, dba Neldon Wickman Bus Line
407	3813	8-28-53	Howard A. Davis and Don R. Stevens, dba D. & S. Coal Company
408	3846	12-30-53	Robert A. Palmer
412	4021	5-20-54	Clyde O. Parks

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 15

INTERSTATE CARRIER LICENSES CANCELLED

July 1, 1953 to June 30, 1954

License No.	Case No.	Date of Order	Name of Carrier
6	1334	9-4-53	Orson Lewis and C. M. Lewis, dba Lewis Brothers Stages
12	1378	11-17-53	Interstate Transit Lines
13	1379	3-1-54	Union Pacific Stages
72	1730	3-1-54	Union Pacific Stages
73	1729	3-1-54	Union Pacific Stages
80	1736	3-23-54	William S. Lauritzen, dba Bear Lake Stages
128	1941	10-21-53	George Bush and Gustave Bush dba Bush Brothers Truck Line
148	2259	10-1-53	George Fedor, Jr., dba Star Transportation Company
180	2431	3-8-54	Garrett Freightlines, Inc.
185	2447	4-20-54	Lang Transportation Corporation
186	2451	5-24-54	Ringsby Truck Lines, Inc.
210	2564	7-8-53	R. B. Wilson
212	2584	10-27-53	Kenneth Farley, dba Kaibab Truck Line
244	2788	5-17-54	D. E. Baldwin, R. J. Fletcher, C. E. Baldwin, Elberta Clark and C. S. Thomson dba Moab Garage Company
246	2806	8-28-53	Boyce R. Clark
263	2843 Sub 1	10-1-53	Eugene Brown, dba Gene Brown Heavy Hauling
271	3098	2-23-54	Roy Hill, dba Seamons Truck Line
335	3539	7-8-53	Nelson Tank Lines, Inc.
337	3526	8-10-53	Miles King, dba Kings Transport

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 15

INTERSTATE CARRIER LICENSES CANCELLED

July 1, 1953 to June 30, 1954

(Continued)

License No.	Case No.	Date of Order	Name of Carrier
354	3616	8-28-53	King Cattle and Trucking Co., Inc.
368	3681	12-8-53	Murray Shapiro and Alexander Shapiro, dba Mural Trucking Service
370	3686	12-30-53	Harvey C. Estes
379	3706	2-16-54	Tennis Jack Warren, dba T. J. Warren
404	3774	7-8-53	S. Read White
408	3798	8-10-53	Juan Benito Sanchez, dba J. B. Sanchez
418	3820	3-25-54	Max Dawson, dba Dawson, Trucking Company
420	3823	5-6-54	Jack Blondo dba M & M Fast Freight
429	3865	10-1-53	George Wright, dba Wright Motor Lines
435	3902	12-8-53	W. C. Case, H. L. Case and F. E. Case dba Case Brothers

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO, 16

SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES

July 1, 1953 to June 30, 1954

Case No.	Date of Order	Nature of Order
823 2418	8-6-53	Name of Bamberger Transportation Company re certificates 288 and 545 changed to Lake Shore Motor Coach Lines, Inc.
1735 1736	5-10-54	Orders heretofore issued cancelling Certificate 435 and License 80 held by Wm. S. Lauritzen, dba Bear Lake Stages, set aside and operations under Certificate 435 and license 80 suspended to March 15, 1955 with the understanding that should operations not be resumed on or before said date certificate and license will be finally cancelled.
2148	4-6-54	Upon application of Central Utah Transportation Company (formerly Yellow Cab Company of Provo) Certificate 500 was reinstated, as amended, authorizing the applicant, Central Utah Transportation Company to operate under its own name or in the name and style of Yellow Cab Company of Provo and/or Yellow Cab and Transfer Company as a common motor carrier of property in intrastate commerce as follows: "Household Goods" from points in Utah and Juab Counties to all points in the State of Utah and return. "Commodities Generally" to and from all points within Provo City and within a fifteen (15) mile radius of Provo City.
2221	4-30-54	Salt Lake Transportation Company was granted an emergency certificate of convenience and necessity to operate as a common motor carrier of passengers and express for a period of sixty (60) days until 11:59 p.m. on June 29, 1954, between Salt Lake City and points in Tooele County, Utah
2500 Sub 3	6-11-54	Orson Lewis, dba Lewis Bros. Stages granted Certificate No. 753, Sub 3, to operate as a common motor carrier of groups of persons on a charter round trip

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO 16

SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
2500 Sub 3 (continued)	6-11-54	service originating on routes served by applicant to points within the State of Utah.
2713	2-9-54	Name of the Callagher Transfer and Storage Company re License 321 changed to Gallagher Freight Lines, Inc.
2780 Sub 4	4-1-54	Contract Carrier Permit No. 394 issued to O. T. Barrus, dba Tooele Workman's Bus Line amended to cancel authority to serve between Utah County points of Provo, American Fork, and Lehi and Tooele County, Utah, and to read as follows: From Fairfield, Utah, over Highway 73 to Cove Fort, Utah, and thence over Highway 73 and unnamed county roads to the Deseret Chemical Center in Tooele County, Utah and return over the same route, serving all intermediate points, all service however, being limited to the transportation of persons employed or seeking employment of Deseret Chemical Center.
2792	9-17-53	Fred Leon Bearden, dba Wolf Creek Stages authorized to suspend operations under Certificate No. 649 until May 1, 1954.
2817 Sub 6	1-22-54	Permit 310 issued to W. H. Linck, dba Linck Trucking Company amended to include three new contracts.
2859	8-27-53	Application of Alfred L. Riddle, dba Riddle Scenic Tours for reinstatement of License 269, granted.
3089	9-3-53	Hal H. Bradshaw, Max G. Jepson and Layne W. Jepson, dba Bradshaw & Jepson authorized to terminate

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 16

SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
3089 (Continued)	9-3-53	scheduled operations and operate on-call service, under Certificate 789, until August 1, 1954.
3096	4-6-54	Application of Central Utah Transportation Company (formerly Yellow Cab Company of Provo) for reinstatement of Certificate 774, granted to applicant to operate under its own name, or in the name and style of Yellow Cab Company of Provo, and/or Yellow Cab and Transfer Company.
3283	7-8-53	Name of Insured Drive Away Service, Inc., re Certificate 863 changed to Insured Transporters, Inc.
3439 Sub 1	9-10-53	Permit 366 issued to Paul J. Black extended to authorize applicant to haul petroleum products and empty containers for Utah Oil Refining Company between Moab and Monticello.
3642	1-8-54	Application of James Elmer Peterson, dba J. E. Peterson for reinstatement of certificate 964, granted.
3647	3-25-54	Application of Gray Weeks for reinstatement of Certificate 969, granted.
3653	3-15-54	S. H. Carter authorized to suspend operations under Certificate 973, until June 30, 1954.
3673 Sub 1	1-21-54	Certificate 986 issued to Ralph J. Dunn extended to include the transportation of uranium and vanadium ores, in bulk, from all points in Emery, Carbon, Grand and San Juan Counties to mills at Monticello and other points in the State of Utah, and to transport uranium and vanadium ore concentrates from all points in Emery,

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 16

SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
3673 Sub 1 (Continued)	1-21-54	Grand, Carbon, and San Juan Counties to mills at Monticello, Moab and Thompson, and other points in the State of Utah, and to further permit the transportation of certain mine and mill supplies and equipment and building supplies and materials, from Thompson, Moab and Monticello to above points and places.
3686	3-19-54	Application of Harvey C. Estes for reinstatement of License 370, granted.
3753	11-18-53	Name of E. W. Wylie Co., re License 397 changed to K. W. McKee, Inc.
3763	10-21-53	Name of Carter H. Dunaway, Inc., re License 402 changed to Skaggs Freight Lines, Inc.
3816 Sub 1	12-22-53	Certificate 1003 issued to Jewell F. Jones, dba Castle Valley Stage extended to include the Transportation of passengers and express shipments from Price to Salina over Utah Highway 10, serving all intermediate points.
3842	12-7-53	Certificate 1009 issued to Overland Greyhound Lines, Division of Greyhound Corporation, amended to permit the diversion of two trips a day each way between Logan and Brigham City, via Highway 91 through the town of Wellsville and upon receiving authority from the Interstate Commerce Commission to schedule one trip each way per day through Lewiston.
3863 Sub 1	7-27-53	Permit 411 extended to permit applicant Aaron S. Denning to include operation under a written contract with Skaggs Drug Stores, Inc.

TABLE NO. 16

SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
3863 Sub 2	5-4-54	Applicant, Aaron S. Denning, dba The Pharmacist's Aid, granted the authority heretofore issued to the said Aaron S. Denning under Permit 411 to operate under written contract with Heinz Apothecary, Inc., and Skaggs Stores, Inc. Applicant also permitted to extend, as specified in order, the operational territory previously outlined under Permit 411.
3886	3-8-54	Jack H. Lee authorized to suspend operations under Certificate 1032 until June 30, 1954.
3904	9-23-53	Name of Leonard W. Poole re Certificate 1036 changed to Leonard W. Poole, dba Murray Transfer Co.
3918	2-18-54	W.S. Hatch Company authorized to extend Certificate 1058 to transport road oil, asphalt and burner oil as specified, between all points and places within the State of Utah, and transport crude oil, in bulk, to and from all points and places within the State of Utah except to and from points within Uintah County and between points in Uintah County and Salt Lake City and Woods Cross, Utah, and to transport acid, in bulk, between Woods Cross and all points within and around Salt Lake and Tooele Counties as outlined in order.
3918 Sub 1	2-23-54	W. S. Hatch Company authorized to extend operations under Certificate 1058 to include the transportation of acid, in bulk, in tank trucks, between Salt Lake County and all points in Davis and Weber Counties.
3918	3-12-54	Petition of applicant, W. S. Hatch Company, for clarification of order dated February 18, 1954 in this case, denied on the opinion that the said order needs no clarification.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 16

SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
3918 Sub 1	3-12-54	Applicant's petition for rehearing, denied.
3927	9-21-53	Commission's tentative report and order dated May 26, 1953, which issued Certificate No. 1044 to John H. Shafer to transport uranium and vanadium bearing ores, in bulk, from mines in Utah within a radius of 175 miles of Monticello, to Thompson and Monticello, made final and permanent.
3929	9-21-53	Commission's tentative order dated May 27, 1953, which issued Certificate 1045 to George D. Bittle to transport uranium and vanadium bearing ores, in bulk, within a radius of 175 miles of Monticello to Thompson and Monticello, made final and permanent.
3933	9-21-53	Commission's tentative order dated May 26, 1953, which issued Certificate 1046 to Vere Westwood to transport uranium and vanadium bearing ores, in bulk, from all points within a radius of 150 miles of Moab Monticello and Thompson, made final and permanent.
3945	12-2-53	See order issued under Investigation and Suspension Docket No. 97.
3945	3-1-54	Petition of Provo Transfer and Storage Co., for rehearing, denied.
3961	10-30-53	Upon motion of Wallace A. Peterson the Commission dismissed without prejudice his petition filed herein for authority to acquire 2,500 shares of capitol stock of Provo Transfer and Storage Co.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 16

SUMMARY OF MISCELLANEOUS ORDERS ISSUED
IN MOTOR CARRIER CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
3993 Sub 1	6-9-54	Authority heretofore granted Garland P. Decker, dba G. P. Decker, under Certificate 1069, extended to include the transportation of ores, minerals, and fissionable materials from mines in Emery, Grand and that portion of San Juan County North of Monticello to Mqab and Monticello and to the Utah-Colorado State Line on Highways 50 and 6, and to railheads at Green River, Crescent Junction, Price and Thompson, and on return movements to transport mine supplies only from Thompson, Green River, Crescent Junction or Price to the mine from which the ore is being hauled.
3998	3-3-54	Name of Clarence Lindsey, dba Lindsey Truck Service re License 460 changed to Lindsey Motor Lines.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 17

SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES

July 1, 1953 to June 30, 1954

Case No.	Date of Order	Nature of Order
3934 Sub 1	2-4-54	Sales Agreement marked Exhibit I in Case, approved, thereby permitting applicant, Uintah Basin Telephone Association, Inc., to purchase that portion of The Mountain States Telephone and Telegraph Company's system in Duchesne and Uintah Counties as described in Exhibit II. Certificate 1060 enlarged to permit applicant to serve in all areas in Duchesne and Uintah Counties so long as said service is rendered so as not to interfere with or overlap services being rendered by other telephonic systems.
3951	7-1-53	Contract dated May 28, 1953, providing for the purchase of electric capacity and energy during the period June 1, 1955 to October 1, 1958 by Idaho Power Company from Utah Power & Light Company, approved.
3951	1-6-54	Contract dated May 28, 1953, as amended November 5, 1953, providing for the purchase of electric capacity and energy during the period June 1, 1955 to October 1, 1958 by Idaho Power Company from Utah Power & Light Company, approved.
3953	7-10-53	Kearns Sewage Disposal Company, Inc. authorized to operate as a public utility pending hearing and final disposition of the matters involved in company's application for a certificate of convenience and necessity.
3959	9-28-53	Power Purchase Agreement dated July 15, 1953, between Utah Power & Light Company and Temple Granite Quarries, approved.
3971	11-25-53	The Denver and Rio Grande Western Railroad Company authorized to discontinue trains numbered 7 and 8 between Salt Lake City and Ogden.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 17

SUMMARY OF ORDERS ISSUED IN MISCELLANEOUS CASES

July 1, 1953 to June 30, 1954

(Continued)

Case No.	Date of Order	Nature of Order
4048	6-30-54	Utah Power & Light Company permitted to put into effect new Electric Service Regulations numbered 9, 41 and 44 providing for bimonthly meter readings and billings, in Utah, rendered after July 31, 1954.

REPORT OF PUBLIC SERVICE COMMISSION

APPENDIX II

MISCELLANEOUS TABLES
AND COMMISSION FINANCES

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REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 18

SPECIAL PERMISSIONS ISSUED

July 1, 1953 to June 30, 1954

Purpose for Which Issued	Number Issued
To reduce intrastate railroad freight rates	54
To reduce intrastate passenger rates	6
To reduce intrastate motor carrier freight rates	8
To publish (short notice) authorized increases in motor carrier freight rates	3
To publish motor carrier rates to new stations	4
To change motor carrier passenger time schedule	3
To change transit time and route schedule	1
To correct error in railroad tariff publications	7
To extend expiration date on motor carrier freight rates	2
To revise railroad commodity description	1
To revise motor carriers commodity description	1
To publish revised telephone tariff sheets	1
Temporary suspension of passenger operation	1
Correction of PSCU Tariff Circular No. 3 (Railroads)	2
Change of railway express agency collection and delivery limits	1
Cancelled obsolete rates and charges	3
TOTAL	98

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 19

INFORMAL DOCKETS
July 1, 1953 to June 30, 1954

Docket No.	Date of Order	Nature of Order
681	8-7-53	Union Pacific Railroad Company authorized to waive collection of \$1,352.16 from Columbia-Geneva Steel Division, U.S. Steel Corporation, as reparation on 14 carloads of sintered iron ore.
682	11-5-53	The Denver and Rio Grande Western Railroad Company authorized to waive collection from Hunt Foods, Inc. of Utah of undercharges of \$649.55 on two carloads of dried peas.
683	12-7-53	The Denver and Rio Grande Western Railroad Company authorized to refund to Columbia-Geneva Steel Division, U. S. Steel Corporation, the sum of \$407.51 as reparation on 18 carloads of sand.
684	11-19-53	General Order No. 66 modified to permit The Ogden Union Railway and Depot Company to construct a livestock loading and unloading dock with an impaired side clearance at the Ogden Union Stockyard.
685	3-10-54	Union Pacific Railroad Company and Southern Pacific Company authorized to waive collection of \$247.11 from Mrs. Mary C. Burton on 10 carloads of livestock and one carload of sheep camp outfits.
686	12-21-53	Salt Lake, Garfield and Western Railroad Company and Utah State Road Commission authorized to remove automatic train actuated signal at the crossing at grade of said railroad on 34th West Street, west of Salt Lake City, immediately south of Highway U. S. 40. Salt Lake Garfield and Western Railroad Company ordered to install and maintain standard reflectorized crossing signals at said crossing and to maintain a reduced speed of 15 miles per hour over said crossing.
687	12-21-53	General Order No. 66 modified to permit certain impaired clearances existing at the loading trestle

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 19

INFORMAL DOCKETS

July 1, 1953 to June 30, 1954

(Continued)

Docket No.	Date of Order	Nature of Order
687 (Continued)	12-21-53	of the United States Smelting, Refining and Mining Company at the Bingham tunnel project.
688	12-22-53	General Order No. 66 modified to permit certain impaired clearances in connection with two spur tracks of Union Pacific Railroad Company serving the car icing facilities of the Pacific Fruit Express Company at Cedar City, Utah.
689	12-22-53	General Order No. 66 modified to permit certain impaired clearances in connection with a spur track of Union Pacific Railroad Company serving the Utah Poultry & Farmers Cooperative mill, warehouse and elevator building at Salt Lake City, Utah
690	12-22-53	The Denver and Rio Grande Western Railroad Company authorized to waive collection of undercharges of \$109.10 from American Smelting & Refining Company on one carload of stock salt.
691	1-13-54	Union Pacific Railroad Company authorized to waive collection of undercharges of \$949.84 from Federated Metals Division on three carloads of scrap copper-steel wire.
692	3-31-54	General Order No. 66 modified to permit an impaired clearance at a plant of Vitro Uranium Company at 600 West 33rd South Street in Salt Lake City, Utah, served by The Denver and Rio Grande Western Railroad Company.
693	3-10-54	The Denver and Rio Grande Western Railroad Company authorized to pay reparation of \$88.68 to Gunnison Sugar Company, Inc., representing overcharges on 17 carloads of beet pulp.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 19

INFORMAL DOCKETS
July 1, 1953 to June 30, 1954

(Continued)

Docket No.	Date of Order	Nature of Order
694	3-18-54	The Denver and Rio Grande Western Railroad Company authorized to pay reparation of \$483.30 to Peppers Allied Metals Company representing overcharge on one carload of scrap automobile parts.
695	4-20-54	The Denver and Rio Grande Western Railroad Company authorized to remove the automatic train actuated signal at the crossing at grade at Mile Post 2.37 on its Goshen Branch, Elberta, Utah, highway project F.A.G.H. 167-c (3), and to install and maintain standard reflectorized crossing signals at said crossing.
696	4-30-54	Southern Pacific Company and Union Pacific Railroad Company authorized to refund to Columbia-Geneva Steel Division, U. S. Steel Corporation, overcharges of \$1,611.92 and waive collection of undercharge of \$1.17 on 91 carloads of sand.
697	6-9-54	Union Pacific Railroad Company authorized to refund to Columbia-Geneva Steel Division, U. S. Steel Corporation, the amount of \$1,337.33 as reparation and \$278.91 straight overcharge on 14 carloads of scrap iron.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 20

ORDERS ISSUED IN INVESTIGATION
AND SUSPENSION DOCKETS

July 1, 1953 to June 30, 1954

I. & S. Docket No.	Date of Order	Nature of Order
93	4-24-53 6-5-53 8-28-53 3-26-54	Respondent, Wally's Motor Line filed with the Commission certain revised pages to its Intermountain Tariff Bureau Class and Commodity Tariff No. 1, stating rates, charges, rules, regulations and practices of said line, including an original filing of through rates from Salt Lake City to Provo, via Heber. Said revised tariff pages were suspended on April 24, 1953 by the Commission, and after due hearing in the matter the pages were permanently suspended by order dated June 5, 1953. After a rehearing, at respondent's request, the Commission sustained its previous action by order dated August 28, 1953.
		Respondent appealed to the Supreme Court of Utah and the Court reversed the Commission's orders. The Court also denied Protestant, Carbon Motorway's request for a rehearing in the matter. Therefore, the Commission revoked its heretofore issued permanent suspension order by order dated March 26, 1954.
94	7-16-53	Commission's order allowed increased intrastate charter coach fares and charges and changes in rules, regulations and practices on intrastate charter travel in the State of Utah as published in Local Charter Coach Tariff P.S.C.U. No. 3 of Moss Transportation Company and in Wasatch Motor's National Bus Traffic Association Charter Coach Tariff No. 290 Section 2, Scale 2,
95	8-5-53 11-18-53 3-17-54 3-19-54	Salt Lake City Lines filed with the Commission on July 15, 1953, Passenger Tariff No. 6, P.S.C.U. No. 6 stating increased fares to become effective August 14, 1953. Said tariff was suspended pending hearing.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 20

ORDERS ISSUED IN INVESTIGATION
AND SUSPENSION DOCKETS

July 1, 1953 to June 30, 1954

(Continued)

I. & S. Docket No.	Date of Order	Nature of Order
95 (continued)	8-5-53	<p>After hearing the Commission on November 18, 1953, ordered that the then existing rates as published in Passenger Tariff No. 5, P.S.C.U. No. 5, should remain in full force and effect, and that company should render monthly statements of revenues, expenses, number of passengers carried, and number of vehicles operated.</p> <p>On January 26, 1954, company filed a petition for a supplemental order increasing its rates. After hearing the Commission issued an Order dated March 17, 1954, authorizing the company to increase its adult cash fare from 10 cents to 15 cents; its weekly pass from \$1.75 to \$2.25; the use of tokens at two for 25 cents; and student tokens or tickets at 13 for \$1.00. A further Order dated March 19, 1954, authorized an optional 10 cents cash student fare in each zone.</p>
96	8-21-53 9-14-53	<p>August 21, 1953, the Commission suspended, pending investigation, Intermountain Tariff Bureau, Class and Commodity Tariff No. 1, 7th revised page 142, item 1500, P.S.C.U. No. 16 issued August 7, 1953, to become effective September 11, 1953, stating increased rates and charges intrastate in Utah on plaster, plasterboard, or plaster products between Sigurd and Salt Lake City and other specified Utah cities.</p> <p>September 14, 1953, the Commission issued its Order approving the rates, charges, rules, regulations,</p>

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 20

ORDERS ISSUED IN INVESTIGATION
AND SUSPENSION DOCKETS

July 1, 1953 to June 30, 1954

(Continued)

I. & S.	Docket No.	Date of Order	Nature of Order
96	(continued)	8-21-53	and practices published in said tariff, to become effective on one day's notice.
97		9-2-53 2-10-54	On August 7, 1953, R. F. Decker, Agent, Inter-mountain Tariff Bureau, filed with the Commission, Class and Commodity Tariff No. 1, P.S.C.U. No. 16, Fifth Revised Page 3-A to become effective September 11, 1953, and proposed to establish Provo Transfer and Storage Co., as a party thereto, and to establish an interlining joint arrangement between Wally's Motor Line and Provo Transfer and Storage Co., whereby Wally's Motor Line might serve all of Utah County via Heber City and Provo. On September 2, 1953, the Commission ordered said tariff suspended and set a hearing thereon for October 13, 1953. On December 2, 1953, Provo Transfer and Storage Co., in Case No. 3945 was cited to appear before the Commission on December 15, 1953, to show cause why its operating rights should not be cancelled. From its findings in this case the Commission concluded that the affairs of said company had been conducted in an irregular and illegal manner. Therefore, Certificate 1049 issued to Provo Transfer and Storage Co., on June 22, 1953, was cancelled and annulled. Thereupon the tariff above referred to was set aside and vacated as of February 10, 1954.
98		10-20-53	A. G. Winter, Assistant General Freight Agent, Denver & Rio Grande Western Railroad Company, permitted to make effective Supplement No. 46 to Rio

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 20

**ORDERS ISSUED IN INVESTIGATION
AND SUSPENSION DOCKETS**

July 1, 1953 to June 30, 1954

(Continued)

I. & S.	Docket	Date of	Nature of Order
No.	Order		
98	10-20-53	(continued)	Grande Freight Tariff No. 4975-G, P.S.C.U. No. 325, Item No. 2110-C designating a rate of 83 cents instead of 79 cents in the movement of sugar between Thompson and Layton, Ogden, Ogden Sugar Works, Salt Lake City, and Spearmint. Suspension order heretofore issued was revoked.
99	5-21-54		American Trucking Association, Inc., as agent on behalf of all motor common carriers, parties to National Motor Freight Classification No. A-1 or No. 12 permitted to publish supplements No. 17 and No. 1, respectively to the above-named tariffs setting forth changes in classification and reflecting increases in rates intrastate in Utah on Burial Cases. Suspension order heretofore issued was revoked.
100	12-8-53		Roy Hill, Manager, for and in behalf of Melva H. Seamons and Roy Hill, dba Seamons Truck Line permitted to publish Supplement No. 1, to their Local Motor Freight Tariff P.S.C.U. No. 1, providing for certain increases in rates on motion picture films and articles named in Item No. 5 of said tariff.
101	1-14-54		D. A. Scott, Traffic Manager, for American Buslines permitted to publish Interdivisional Package Tariff No. 18-P, naming certain increased rates for the transportation of packages for all points on the American Bus Lines, Inc. Suspension order heretofore issued was revoked.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 20

ORDERS ISSUED IN INVESTIGATION
AND SUSPENSION DOCKETS

July 1, 1953 to June 30, 1954

(Continued)

I. & S. Docket No.	Date of Order	Nature of Order
102	1-14-54	R. J. O'Connor, Vice President, of The Greyhound Corporation, (Overland Greyhound Lines Division) permitted to publish Local and Interdivisional Express Tariff No. 400, naming certain increased rates for the transportation of packages for all points on the routes of said corporation. Suspension order heretofore issued was revoked.
103	1-22-54	Respondent, The Mountain States Telephone and Telegraph Company permitted to place in effect certain new tariff sheets covering its Utah intrastate rates and charges and designed to increase its gross revenues by not more than \$1,678,852, annually when applied to an estimated number (226,500) of telephones at the end of December, 1953, as allowed in Case No. 3939. Objections of Respondent to certain interrogatories propounded to it by Ogden City were sustained. Request of Ogden City that the proposed rates be approved only on an interim basis was denied.
104	3-3-54	J. Vernon Cook, dba Cook Transportation Company permitted to make effective Tariff P.S.C.U. No. 7, amended to conform with Commission's findings, increasing certain rates for local service in Logan, Utah, and for charter service.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 21

GENERAL ORDERS

July 1, 1953 to June 30, 1954

General		
Order No.	Date of Order	Nature of Order
66	8-31-53	Rules and regulations governing clearances on railroads, with reference to side structures, overhead structures, parallel tracks, and crossings of public roads, highways and streets. (This order superseded and cancelled General Order No. 63 issued September 1, 1950.)

TABLE NO. 22
STATEMENT OF COMMISSION FINANCES
July 1, 1953 to June 30, 1954

	Public Service General	Motor Transport	Total
Appropriations - 1953 - 1955:			
General Fund	\$ 36,666.66		\$ 36,666.66
Public Utility Levy	110,000.00		110,000.00
Motor Vehicle Registration Fund		\$ 28,265.00	28,265.00
Unexpended Balance from Previous Biennium	42,383.81		42,383.81
Departmental Collections - 7-1-53 to 6-30-54	2,407.62		2,407.62
Total	\$191,458.09	\$ 28,265.00	\$219,723.09
Expenditures - July 1, 1953 to June 30, 1954:			
Personal Services	\$ 68,475.29	\$ 11,733.13	\$ 80,208.42
Travel	3,077.53	1,722.43	4,799.96
Current Expenses	9,015.43	661.53	9,676.96
Capitol Outlay and Equipment	682.88	15.41	698.29
Total	\$ 81,251.13	\$ 14,132.50	\$ 95,383.63
Unexpended Balance, June 30, 1954	\$110,206.96	\$ 14,132.50	\$124,339.46

NOTE: The above expenditures include \$21,139.43 representing the pro - rata share of the Central Administration costs of the Department of Business Regulation provided by the Public Service Commission.

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 23
FATALITIES AND INJURIES ON RAILROADS OPERATING IN UTAH
 January 1, 1953 to December 31, 1953

Name of Carrier	Passengers		Pedestrians or Occupants of Motor Vehicles		Employees	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	0	3
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	0	0	1	1	0	58
Ogden Union Railway & Depot Co.	0	0	0	5	1	37
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	0
Southern Pacific Company	0	1	0	0	0	20
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	0	1	2	8	2	114
Utah Railway Company	0	0	0	0	0	2
Western Pacific Railroad Company	0	0	0	0	0	5
Total	0	2	3	14	3	239

Name of Carrier	Trespassers		Non-Trespassers		Grand Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Bamberger Railroad Company	0	0	0	0	0	3
Carbon County Railway Company	0	0	0	0	0	0
Denver & Rio Grande Western Railroad Co., The	1	0	0	0	2	59
Ogden Union Railway & Depot Co.	0	1	0	6	1	49
Salt Lake Garfield & Western Railway Co.	0	0	0	0	0	0
Salt Lake City Union Depot & Railroad Co.	0	0	0	0	0	0
Southern Pacific Company	0	0	0	0	0	21
Tooele Valley Railway Company	0	0	0	0	0	0
Union Pacific Railroad Company	3	1	0	5	7	129
Utah Railway Company	0	0	0	0	0	2
Western Pacific Railroad Company	1	0	0	0	1	5
Total	5	2	0	11	11	268

REPORT OF PUBLIC SERVICE COMMISSION

TABLE NO. 24

PUBLIC UTILITIES UNDER JURISDICTION OF COMMISSION

June 30, 1934

CLASS OF UTILITY	Number
Steam railroads – Class I	7
Steam railroads – lessor company	1
Interurban railroads	2
Terminal companies	3
Sleeping car Company	1
Express company	1
Electric light and power companies	6
Telephone companies	17
Telegraph companies	1
Natural gas companies	2
Water companies	14
Sewage companies	1
Transit companies	3
Boat carrier	1
Motor carriers	397
TOTAL	457